



Seafish Construction Standards: Watertight subdivisions

This notice should be read in conjunction with the Seafish Construction Standards (Release 2, April 2006). Where information in this notice contradicts the Standards, this notice is to take priority.

Date of effect: 1st July 2009

Summary

This Seafish Information Note details amendments to the Seafish Construction Standards for vessels under 15m LOA in relation to watertight subdivisions. The Note replaces section 3.10 of the Standards.

Watertight subdivisions

With reference to the Seafish Construction Standards for vessels under 15m length overall, the following amendments shall apply in relation to watertight subdivisions.

- 1) All vessels below 7m LOA are to be fitted with at least one watertight bulkhead positioned according to the vessel's arrangement where it will be most effective to prevent flooding when in a damaged condition. In open type vessels the bulkhead should be positioned at approximately mid length. To suit particular vessel arrangements, consideration may be given to the provision of intact buoyancy spaces below deck or floor areas in lieu of the provision of watertight bulkheads.
- 2) All vessels between 7m and 10m LOA are to be fitted with at least two watertight bulkheads. A collision bulkhead is to be positioned forward at a point no less than 0.5m and no greater than 1m from the stem, measured at the deepest operational waterline. A second bulkhead is to be positioned to separate the machinery space from the fish hold or accommodation spaces. See figure 4.19.15 in the Construction Standards.
- 3) All vessels between 10m and 15m LOA are to be fitted with at least three watertight bulkheads. A collision bulkhead is to be positioned forward at a point no less than 0.75m and no greater than 2m from the stem, measured at the deepest operational waterline. The second and third watertight bulkheads

should be positioned at each end of the engine room. Vessels with engines mounted forward where the collision bulkhead is the forward engine room bulkhead, should have a bulkhead positioned aft of the engine space and aft of the fish hold (aft peak bulkhead). See figure 4.19.15 in the Construction Standards.

- 4) Where it is intended for a bulkhead to be fitted outside the stipulated parameters, details should be submitted for approval prior to construction.
- 5) In decked vessels, the collision bulkhead should extend from the keel or forefoot to the first weathertight deck or to a flat located no lower than 300mm above the deepest operational waterline. Bulkheads in other positions should extend full height from the keel to the deck.
- 6) In open type vessels, bulkheads should extend from the keel to as high above the normal operating waterline as practicable.
- 7) Access to the compartment forward of the collision bulkhead may be by a bolted watertight cover or watertight hatch normally closed at sea.
- 8) Doors should not normally be fitted in watertight bulkheads, but where these are necessary for the safe operation of the vessel, the doors are to be permanently attached to the bulkhead and are to be of equivalent strength to the unpierced bulkhead. Doors are to be watertight and capable of operation from both sides.
- 9) Where pipes and electrical cables are carried through a watertight bulkhead, the method of penetration must maintain the watertight integrity of the bulkhead.

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